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Please examine the Date on your label, and, if you are in arrears, please forward the amount due us. The figures on the label will show the date to which you have paid.

MISCELLANEOUS.

BY THE AUTHOR OF "LITTLE YANKEE STEAMER."

Der children they say in the

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Richmond and Northwestern

The Courier-Journal, in an article

upon the newly proposed routes to the

sea, has the following to say of the

Richmond and Northwestern Railroad:

A new departure will shortly be

made which will attract the attention

of railroad men everywhere. The

Legislatures of Virginia and of Ken-

tucky have chartered the Richmond

and Northwestern Railroad. The di-

rectors are Parker C. Chandler, Wil-

liam Amory, Jr., James L. Little, Jr.,

Otis Kimball and Walter H. Sweet,

of Boston; Leigh R. Page, of Vir-

ginia, and Jas. B. McCreary, of Ken-

tucky. They propose to build a

narrow-gauge double-track railroad

from tide-water through the moun-

tains of Virginia and Kentucky di-

rect to Louisville, extending on to

Pulaski, where it will connect with

a narrow-gauge road to Chicago. It

will also have a branch from Beatty-

ville to Mayville and Cincinnati,

which will run down on the banks of

the Ohio to Louisville, where it will

connect with the main line.

The progress of this enterprise will

be watched with an interest that no

railroad project has excited since the

completion of the Central Pacific. We

are assured that the managers are

men of experience, ability and ample

capital, and their scheme is far reach-

ing and comprehensive. They have

engaged in a work that, if successful,

will be of immense advantage to a

country that is almost unknown and

the resources of which are untouched.

If the road is built according to the

plans already formed, it will trans-

form two States, and turn to Kentucky

much of the wealth that now seeks

the West.

This road, as we have said, is to be

a double-track, and laid with steel

rails; it will decline first passenger

business and make the carriage of

freight the dominant feature of the

enterprise. The trains will be run on

what is called the "shuttle" system;

the line is divided into sections, and

all trains will be run at a uniform

speed over all sections, thus reaching

a minimum cost and a minimum wear

and tear, and avoiding wild times and

complicated time tables. Under this

plan it is believed freight can be

moved as cheaply at the rate of

twenty miles and hour as it now costs

to move it fifteen miles, and passen-

gers will be carried at as great a speed

as they are now profitably carried.

How Wood Pulp is Made.

So much is said about the paper

pulp which is extensively used in the

manufacture of paper that a brief de-

scription of the process of making it

will be interesting. Any white, soft

wood may be used. The bark is taken

off, the knots and dark and decayed

places cut out. It is then put into a

large cauldron and boiled, which ex-

tracts all the glutinous matter and

resin and renders it soft. It is then

put on a large stone grinder, with

water pouring on it all the time. The

grindstone wears off the fibres until

they are finer than sawdust, which

float away into a receptacle. The

water is drained off by means of a

fine sieve, leaving the pulp, which con-

sists of fine fuzz or splinters of wood.

It is white and requires no bleaching,

but is ready to be mixed with rag

The Way it is Done.

A firm in this place composed of

two individuals was fined \$175 at the

late term of the Circuit Court for vi-

olating the local option law in seven

cases, or \$25 in each case. There was

one judgment in each case against the

firm. On application the Governor

remitted the fines, and the Assistant

Secretary of State made out two re-

missions in each case—one for each

member of the firm. For this ser-

vice he received two dollars for each

remission, or twenty-eight dollars for

the whole, and the State received not

a cent. Another firm was fined \$25

in five cases. The Governor remitted

the fine, the Assistant-Secretary made

out the remissions and received twenty

dollars, and the State received nothing.

While such cases are an every

day occurrence, one can readily see

what a bonanza this office has. In

addition to these remissions, the Gov-

ernor is continually appointing nota-

ries public, and for each commission

the Assistant-Secretary gets two dol-

lars. The Frankfort correspondent of

the Courier-Journal says that there are

now in Kentucky ten thousand nota-

ries public, and that Gov. Blackburn

has appointed more than all the other

Governors together. With such a gold

mine who wants to go to Louisville?

And yet our State Senate exempted

the Assistant Secretary of State, with

an office according to the present

rates, worth eight or ten thousand dol-

lars a year, from the bill reducing sal-

aries, of some of the State officers,

and allowed the hard work and mer-

itorious judges to be scaled down from

\$3,000 to \$2,400. [Richmond Reg-

ister.

Dear to Milk.

The faster and more gently a cow is

milked, the greater will be the amount

given. Slow milkers always gradu-

ally dry up a cow, and for the reason

that if the milk be not drawn out as

fast as it is given down it will sub-

sequently be withheld, and that with-

held is, as a matter of course, what

is known as the strappings, in fact, the

upper surface of milk in the udder.

Many milkers draw the milk with a

strong downward pull—in fact a jerk.

This should never be allowed; it irri-

tates the cow, and injures the bag.

Fill the teat with a firm pressure of

the last three fingers empty it, draw-

ing slightly on the teat and udder at

the same time; so proceed alternately

with each hand until the milk supply

is exhausted. Many milkers get the

habit of slow milking because steady,

firm, quick milking tires the fingers

and wrists, until by practice the mus-

cles get used to the work. Until this

use comes naturally the individual

should only milk such a number as

